

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

CONFIDENTIAL/CONTROL - U. S. OFFICIALS ONLY

SECURITY INFORMATION

25X1

COUNTRY	China	REPORT	
SUBJECT	Chinese Communist Road and Rail Information	DATE DISTR.	4 December 1953
DATE OF INFO.		NO. OF PAGES	5
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

☐ Comment. Where no specific date is mentioned below, the date of information is early 1953. 25X1

1. The railroad line between K'unming (N 25-04, E 102-41) and Chani (N 25-38, E 103-48) is serviceable and can be traveled in six hours.
2. The K'unming - Pisechai (N 23-26, E 103-24) railway is serviceable but the rails below Pisechai were removed in 1950. The trip from K'unming to K'aiyuan (N 23-44, E 103-10) takes fourteen hours and the daily trip from K'aiyuan to Pisechai, four hours. There are two trains daily in each direction between K'unming and Pisechai; the first, an express train, leaves K'unming at 0500 hours and the second at 0600 hours. There are thirty tunnels between K'unming and Iliang (N 24-54, E 103-09). Accidents along this section are frequent.
3. The Pisechai - Kochiu (N 23-22, E 103-05) - Shihp'ing (N 23-43, E 102-31) railway is serviceable and can be traveled in 22 hours as follows:

Pisechai to Mengtzu (N 23-20, E 103-23)	4 hours
Mengtzu to Kochiu	10 hours
Kochiu to Shihp'ing	8 hours
Total	22

4. The Canton - Sanshui (N 23-08, E 112-54) railway has been extended a few kilometers to Fusan. 25X1
5. The K'unming - Ipin (N 28-46, E 104-34) road is open to traffic only between K'unming and Tungch'uan (N 26-25, E 103-11). Copper from Tungch'uan is transported to K'unming along this route, the trip requiring about 24 hours.

CONFIDENTIAL/CONTROL - U. S. OFFICIALS ONLY

25 YEAR RE-REVIEW

STATE	Ev	x	ARMY	Ev	#x	NAVY	x	AIR	x	FBI		AEC					
-------	----	---	------	----	----	------	---	-----	---	-----	--	-----	--	--	--	--	--

(Note: Washington Distribution Indicated By "X". Field Distribution By "4")

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

- 2 -

6. The road from Kunming to Kweiyang is in good condition and can be traveled in about 48 hours.
7. The Kunming-Leito road, called the India route, can be traveled in 96 hours. However, this road is now traveled only as far as Paoshan (N 25-07, E 99-09).
8. The Kunming - Kenglaw (N 21-42, E 100-04) road was open to Mochiang (N 23-26, E 101-41) in early 1953. The section between Mochiang and Puerh (N 23-03, E 101-05) is now being macadamized, and 5,000 men from the Lao Kai Tui (0525/2395/7130) and 5,000 coolies are working on the Puerh - Ch'eli (N 21-58, E 100-50) - Talo (N 21-38, E 100-03) section. There is no bridge at Yuanchiang (N 23-38, E 102-00); a ferry boat transports vehicles and passengers at this point. Communist authorities plan to organize a ceremony on 1 October 1953 to commemorate the opening of this "Burma via Puerh" route.¹
9. The Mochiang -Huilangkai road is about 60 kilometers long. There is a stone bridge about six kilometers below Mochiang and a wooden bridge about five kilometers farther on. These two bridges span a narrow, shallow river. Farther southward a steel bridge in good condition spans the Puchou River. This is the largest bridge in southern Yunnan. Then the road climbs until reaching Huilangkai.
10. In 1950 it was announced that the former Mitu (N 25-21, E 100-31) - Puerh route via Nanchien (N 25-03, E 100-35), Chingtung (N 24-72, E 100-43), Chenyuan (N 23-50, E 100-57), Chingku (N 23-30, E 100-44) would be made serviceable; however, no work has yet been undertaken.
11. The Pisechai (N 23-28, E 103-24) - Hok'ou (N 22-32, E 103-57) road was built in 1950 on the former railroad bed after the rails had been removed. This road is traveled by "gasogene" trucks. It is one of the routes used to ship supplies to the Democratic Republic of Vietnam.
12. The Kochiu (N 23-22, E 103-05) - Chinping (N 22-46, E 103-15) route is under construction. On 6 May 1953, 300 technicians from Kunming arrived in Kochiu to direct 20,000 laborers from the Wenshan (N 23-22, E 104-14) region. These new labor teams began working on this road in mid-May 1953.
13. Road construction work is in progress along the following routes:
 - a. Mengpung (N 21-26, E 101-17) to Mengmang (N 21-20, E 101-17). Since April, 400 coolies have been working on this section of road under the direction of ten Chinese technicians from Chenyueh.
 - b. Mengpung to Mengla (N 21-30, E 101-34). Six hundred coolies directed by ten Chinese technicians from Chenyueh (N 21-58, E 101-28) are repairing this section. The new road crosses the river only once, whereas the old trail crossed the river three times.
 - c. Mengmang to Mengyuan (N 21-23, E 101-12). Five Chinese technicians from Chenyueh have been directing 150 coolies along this section since 24 April 1953.
 - d. Mengpung to Chenyueh.

The road improvement project consists of cutting down the undergrowth, smoothing the surface of the old trails and widening them to about three meters.
14. The route from Kunming to Mohei (N 23-10, E 101-11) is open to vehicle traffic. Travel along this route is made by "gasogene" trucks. Work is presently underway to improve the route all the way to Kenglaw before the end of 1953.

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

- 3 -

15. Chinese Communist national defense plans call for improving the following roads for motor vehicle traffic:
 - a. Mengtzu (N 23-22, E 103-24) to Chinping (N 22-46, E 103-15).
 - b. Meikiang (N 23-22, E 103-28) to Menglieh (N 22-36, E 101-49).
 - c. Puerh (N 23-03, E 101-05) to Chenyueh (N 21-58, E 10 -28).
16. The following is a description of the various sections of the route from K'unming to Puerh and from Puerh toward the China - Burma border.
 - a. The K'unming - Chengkung (N 24-55, E 102-48) section is 25 kilometers long. This stretch of road can be traveled by car in a maximum time of two hours.² The route is level and wide enough to permit two trucks to pass.
 - b. The Chengkung - Chienning (N 24-47, E 102-48)³ section is 27 kilometers long and is level and straight.
 - c. The Chienning - Kunyang (N 24-43, E 102-33) section is 20 kilometers long and mostly level. However, it crosses a low chain of mountains above Kunyang.
 - d. The Lunyang - Yuch'i (N 24-23, E 102-29) section is about 57 kilometers long.⁴ This section of road crosses two chains of high mountains but is level for the first seven kilometers below Kunyang. At a point 30 kilometers below Kunyang is an old fortress named Tzu Tung Kwan, built on one of two peaks overlooking a pass by the same name. This fortress is famous throughout Yunnan because of its strategic location. From Tzu Tung Kwan pass southward the road descends gradually for 37 kilometers until reaching Yuch'i.
 - e. The Yuch'i-Oshan (N 24-12, E 102-21) section is about 60 kilometers long and in good repair. This road passes through a number of fairly important villages located on a very rich and densely populated plain. An important steel bridge spans the river above Oshan.
 - f. The Oshan - Pochueh section is 20 kilometers south of Oshan. This section, which crosses a very mountainous region, is in excellent condition.
 - g. The Pochueh - Hsinping (N 24-05, E 101-59) section is about 70 kilometers long. The grades along this mountainous stretch of road are very steep and the route is too narrow to permit the passage of two vehicles.
 - h. The Hsinping - Yangwu (N 23-55, E 102-06) section is a mountainous route about 50 kilometers long and has been newly laid out. A bridge spans the river above Yangwu. These two towns are connected by a mule trail, less than 50 kilometers long, which is used by caravans. These are two steel bridges along this trail.
 - i. The Yangwu - Yuanchiang (N 23-38, E 102-00) section is about 105 kilometers long. This section is built along steep mountain sides. The old trail between Yangwu and Chinglungchang was 50 kilometers long but this new route is about ten kilometers longer. Fifteen kilometers south of Kangchuangpa the route reaches the Red River which is crossed by boat. The ten kilometers stretch of road from the west bank of the Red River to the town of Yuanchiang is level and straight.
 - j. The Yuanchiang - Antingka¹ section is about 60 kilometers long. Most of the accidents on this road occur along this stretch. There are two old

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

- 4 -

trails between these two towns: one by way of Moliang which is 60 kilometers long, and the other by way of Wama which is 65 kilometers long.

- k. The Antingkai - Mochiang section is a 30 kilometer stretch which crosses a mountainous region.
- l. The Huilungkai - Tungkuan (N 23-18, E 101-24) section is about 40 kilometers long. The area between these two points is mountainous.
- m. The Tungkuan - Kungchuehping section is about 32 kilometers long. At a point one kilometer south of Tungkuan there is a 40-meter foot-bridge for caravans and a ferry boat crossing for vehicles. The 17-kilometer stretch of road from the river to Shangpapien is level. The 14-kilometer stretch of road between Shangpapien and Kungchuehping passes through the mountains.
- n. The Kungchuehping - Mohei (N 23-10, E 101-11) section is about ten kilometers long and is down-graded.
- o. The Mohei - Puerh section is about 32 kilometers long. This route, for the most part, follows the old mule trail. It crosses a few low mountains before reaching the plain surrounding Puerh.
- p. The Puerh - Ssumao (N 22-47, E 101-04) section is about 60 kilometers long. This route does not cross any high mountains. A trail leads from the south gate of Ssumao to the airfield.
- q. The Ssumao - Puting (N 22-34, E 101-06) section is connected by two trails. The first is about 70 kilometers long and passes through Lunglangpa. The second is about 50 kilometers long and passes by the airfield and through the jungle, but can be traveled only in the dry season.
- r. The Puting - Kuanping section is about 75 kilometers long. This trail crosses the Peiyinshan mountain pass and goes through the villages of Kengtung and Tatukang (N 22-21, E 100-58).
- s. The Kuanping-Hsiaomengyang section is about 40 kilometers long. Most of this mountain trail passes through the jungle. During the rainy season it is almost impossible.
- t. The Hsiaomengyang-Ch'eli (N 21-58, E 100-50) section is about 30 kilometers long. This trail follows the left bank of the Mekong River and is level. Pirogues are used to cross the river at a point where it is about 500 meters wide.
- u. The Ch'eli - Fohai (N 21-58, E 100-26) section is about 50 kilometers long. This road is in good condition and is wide enough for trucks.
- v. The Fohai - Nanchiao (N 22-07, E 100-11) section is about 30 kilometers long. This road can be traveled by motor vehicles and is very level. It passes through a large rice-growing area.

25X1

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

25X1

.. 5 -

Kunming to Ssumao has been open to traffic since late 1952.

2. Comment. At this rate, the average speed would be about seven and one-half miles per hour. 25X1
3. Comment. Chienning may refer to P'u-hing. 25X1
4. Comment. Perhaps this figure should be 67 in view of the fact that this is the total distance of the two stretches, i.e., 30 kilometers and 37 kilometers, mentioned later in this paragraph.

CONFIDENTIAL/CONTROL -U.S. OFFICIALS ONLY